



**Shasta County**

Regional Transportation  
Planning Agency

1855 Placer Street • Redding, CA 96001 • (530)225-5654 • FAX (530)225-5667  
E-Mail [scrtpa@co.shasta.ca.us](mailto:scrtpa@co.shasta.ca.us) • HOME PAGE [www.scrtpa.org](http://www.scrtpa.org)

**Daniel S. Little, Executive Director**

March 25, 2010

RPP 010019

Rachel Falsetti, PE  
Attention: Jody Tian, FTIP Coordinator  
Department of Transportation  
Division of Transportation Programming, MS 82  
Office of Federal Transportation Management Program  
P.O. Box 942874  
Sacramento, CA 94274-0001

Subject: Follow-Up on Amendments #15-17 to the 2008 Federal Transportation Improvement Program

Dear Rachel:

The Shasta County Regional Transportation Planning Agency approved and filed three formal amendments (15, 16, & 17) to the 2009 Federal Transportation Improvement Program at our February meeting. Due to the uncertainty of the amounts that should be programmed for STIM 2, the financials included a footnote that indicated the STIM 2 funds are not yet federally approved. The footnote only affected amendments 15 and 16.

We would appreciate approval of only Amendment 17 at this time. A number of the projects in this amendment need to be obligated in the 09/10 timeframe. Amendment 17 does not include the use of any potential STIM 2 funding.

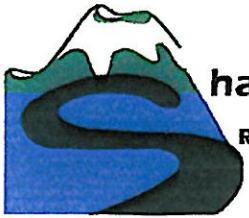
If you have any questions or need additional information, please contact Thomas Hays, Senior Planner, at 530-225-5112.

Sincerely,

\_\_\_\_\_  
Daniel S. Little, AICP, Executive Director

Shasta County Regional Transportation  
Planning Agency (MPO)

DSL/TLH/jac



**Shasta County**

Regional Transportation  
Planning Agency

1855 Placer Street • Redding, CA 96001 • (530)225-5654 • FAX (530)225-5667  
E-Mail [scrtpa@co.shasta.ca.us](mailto:scrtpa@co.shasta.ca.us) • HOME PAGE [www.scrtpa.org](http://www.scrtpa.org)

**Daniel S. Little, Executive Director**

February 25, 2010

RPP 010019

Rachel Falsetti, PE  
Attention: Jody Tian, FTIP Coordinator  
Department of Transportation  
Division of Transportation Programming, MS 82  
Office of Federal Transportation Management Program  
P.O. Box 942874  
Sacramento, CA 94274-0001

Subject: Amendments #15-17 to 2008 Federal Transportation Improvement Program

Dear Rachel:

The Shasta County Regional Transportation Planning Agency (RTPA) has approved amendments #15-17 to the 2008 Federal Transportation Improvement Program (FTIP) and would like your review and approval.

Enclosed with this letter are the following documents:

1. Amendments #15-17 staff report 9 with CTIPS output
2. Resolutions 10-1, 10-2, 10-3
3. Public notice
4. Financial summaries
5. Lump sum ledgers
6. Summary of changes

The amendments were approved by the RTPA Board on February 23, 2010, and are posted on our website.

This letter also notifies you that amendments #15-17 to Shasta County's 2008 FTIP, with the related financial and CTIPS projects, was electronically transmitted to Jody Tian and Wade Hobbs February 25, 2010.

If you have any questions, please contact Thomas Hays, Senior Planner, at 530-225-5112.

Sincerely,

Daniel S. Little, AICP, Executive Director  
Shasta County Regional Transportation  
Planning Agency (MPO)

DSL/TLH/jac

Enclosures

## REPORT TO SHASTA COUNTY RTPA

| SUBJECT   |  | MEETING DATE | ITEM NUMBER |
|---|--|--------------|-------------|
| Federal Stimulus II Programming and Amendments #15-17 to the 2008 Federal Transportation Improvement Program (FTIP) |  | 02/23/10     | 9           |

### RECOMMENDATION

It is recommended that the Board:

1. Adopt Resolutions No. 10-01, 10-02, and 10-03 approving Amendments #15-17 to the 2008 Federal Transportation Improvement Program (FTIP); and
2. Authorize the Executive Director to make subsequent minor corrections in response to Caltrans and Federal Highway Administration (FHWA) review.

### SUMMARY

In conformance with federal regulations, three amendments to the 2008 FTIP have been prepared for consideration by the Board.

### DISCUSSION

Transportation projects in Shasta County that receive federal funds must be included in the FTIP. This includes city, county, Caltrans, and RABA projects. The purpose of this amendment is to program additional funds for the following:

- **Amendment 15 – Preliminary Federal Stimulus Funding estimates:**

A second federal stimulus act (Stim 2) may provide additional transportation funding for the region. Stim 2 has been approved by the House of Representatives and is now in the Senate. Approval is possible before March 1, 2010. The FHWA has advised regions to program Stim 2 funding based on the attached estimates.

The FTIP will be revised if a Stim 2 bill is approved and once actual fund amounts are known. This amendment will allow staff to administratively program local agency projects. Quick action will be needed since the current guidance indicates that half of Stim 2 funds must be under contract within 90-days from approval the bill. This same process was used for the American Recovery and Reinvestment Act 2009.

The regional estimate of Stim 2 funding for fiscal year 09/10 is approximately \$7.82 million for surface transportation projects; \$439,765 for Transportation Enhancement (TE) projects, and \$5.7 million for the State Highway Operations and Protection Program (SHOPP).

Funding for our three cities and the county may be provided consistent with RTPA Policy 5-4 adopted by the Board for the 2009 stimulus program (see attachment). If the best use or timely use of the funds requires deviation from this policy -- which simply suballocates funds to the cities and county by population -- additional Board action would be necessary. This may require a special meeting.

One potential exception to a straight suballocation involves the Interstate 5 South Redding Six Lane Project. With a partial commitment of our regional Stim 2 funds (i.e., 20% or less than \$2 million), we may be able to leverage other state stimulus dollars for the entire \$24.75 million construction cost. This would free up our State Transportation Improvement Program (STIP) shares for other needs. If such an opportunity arises, details would be brought back to the Board for consideration at the April meeting, or at a special meeting.

- **Amendment 16 - Preliminary Federal Stimulus Funding estimates for transit:**

It is expected that Stim 2 funding for FTA 5307 and FTA 5311 transit capital programs will also be contained in Stim 2. The estimated amount for the 5311 program is \$407,706. The estimated

amount for the 5307 program is \$1,670,987. Again, specific projects identified by RABA or local agencies could be administratively added if Stim 2 is approved.

- **Amendment 17: State Highway Operations and Protection Program (SHOPP) Collision Reduction Lump Sum Amendment for SR 299 Twin Gulches Curve Improvement Safety Project (Caltrans):** This amendment adds \$11.996 million of programming capacity for fiscal year 2011/2012. The amendment request removes \$2.0 million of High Priority Project Funding to be reprogrammed at the discretion of Humboldt County. The funding supports a project to construct curve realignments for 1.2 miles on SR 299, 17.3 miles west of Redding on Buckhorn Grade. The project purpose is to reduce the number and severity of accidents along this stretch of roadway.

**State Highway Operations and Protection Program (SHOPP) Roadway Preservation Lump Sum Amendment for I-5 in the Canyon (Caltrans):** This amendment adds \$51.29 million of programming capacity for fiscal year 2010/2011. SHOPP funding will be used to resurface 53.75 lane-miles of distressed pavement from 0.9 miles south of Dog Creek Bridge to 0.6 miles north of Sims Road on I-5. The project will resurface and rehab the distressed pavement.

**State Highway Maintenance (HM) Group Lump Sum Amendment for Resurfacing SR 273 and I-5 (Caltrans):** This amendment adds \$10.89 million of programming capacity for fiscal year 2010/2011. The project will preserve asphalt concrete surfacing on SR 273 for 16 lane miles from Ox Yoke Road to Canyon Road, and on I-5 for 42.8 lane miles from Twin View Blvd to .5 miles south of Turntable Bay Overpass. The projects will apply a preventative treatment that will extend the service life of the roadway.

**Highway Safety Improvement Program (HSIP) Intersection of Old Oregon Trail and Oasis Road (City of Redding):** This amendment adds \$996,300 of programming capacity for fiscal year 2009/2010. A local match of \$99,630 is required by Redding. The project will improve the eastern approach to the intersection and install overhead flashing safety signals.

California Transportation Improvement Program System (CTIPS) printouts and financials are attached.

#### ALTERNATIVES

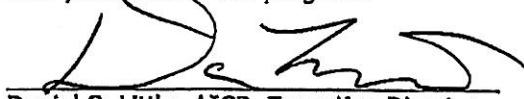
The Board could decide not to amend the FTIP. This is not recommended since it could result in delay of federal funds for the above projects.

#### OTHER AGENCY INVOLVEMENT

This amendment has been coordinated with the affected agencies. Upon approval by the Board, the FHWA must approve the FTIP amendment. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

#### FINANCING

This amendment is intended to make the FTIP consistent with project funds expected to be available over the four-year term of the program.



Daniel S. Little, AICP, Executive Director

DSL/TLH/jac

Attachments: Resolutions 10-01, 10-2, and 10-3  
FTIP Financial Summaries  
CTIPS Project Listings  
RTPA Policy 5-4  
Preliminary Distribution Breakdown

**RESOLUTION NO. 10-03**

**ADOPTING AMENDMENT #17 TO THE 2008  
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
FOR SHASTA COUNTY**

WHEREAS, Title 23 USC Sec. 134 (j) directs each Metropolitan Planning Organization (MPO) to develop a Federal Transportation Improvement Program (FTIP) every two years and to include a four-year priority list of all federally funded projects; and

WHEREAS, in order to qualify for certain types of federal funding, projects must be included in a Federal Transportation Improvement Program (FTIP) approved by the Regional Transportation Planning Agency; and

WHEREAS, the Streets and Highways Code Section 182.6(e) and Section 182.7(d) directs each MPO to submit the updated FTIP to the California Department of Transportation by August 1 on even-numbered years; and

WHEREAS, the 2008 FTIP was adopted the 24th day of June, 2008, by the Shasta County Regional Transportation Planning Agency in accordance with federal planning regulations; and

WHEREAS, an amendment to the 2008 FTIP is needed to reflect recent or anticipated changes to federal programs and transportation funding levels; and

WHEREAS, the amendment has been reviewed and is consistent with the Regional Transportation Plan and is recommended for inclusion in the Shasta County FTIP; and

WHEREAS, an updated list of individual projects constituting lump sum categories is on file with the Shasta County Regional Transportation Planning Agency; and

WHEREAS, the 2008 FTIP remains financially constrained as these requirements apply to Shasta County, which is in conformance with federal air quality standards; and

WHEREAS, the 2008 FTIP has been amended to include all SAFETEA-LU requirements, including a fourth year of programming; and

WHEREAS, the 2008 FTIP has been amended to include economic stimulus legislation funding to be considered available and committed for programming purposes.

NOW, THEREFORE, BE IT RESOLVED that the 2008 Shasta County Federal Transportation Improvement Program is hereby amended, as shown in Amendment #17, this 23rd day of February, 2010, by the Shasta County Regional Transportation Planning Agency.

  
Dick Dickerson, Chair  
Shasta County Regional  
Transportation Planning Agency

In the Superior Court of the State of California  
in and for the County of Shasta

CERTIFICATE OF PUBLICATION  
RECORD SEARCHLIGHT

SHASTA COUNTY REGIONAL TRANPOR  
1855 PLACER ST  
REDDING CA 96001

REFERENCE: 00607708 JANIE COFFMA  
6707624 PUBLIC NOTICESHASTA

State of California  
County of Shasta

I hereby certify that the Record Searchlight is a newspaper of general circulation within the provisions of the Government Code of the State of California, printed and published in the City of Redding, County of Shasta, State of California; that I am the principal clerk of the printer of said newspaper; that the notice of which the annexed clipping is a true printed copy was published in said newspaper on the following dates, to wit;

PUBLISHED ON: 02/12

FILED ON: 02/12/10

I certify under penalty of perjury that the foregoing is true and correct,  
at Redding, California on the above date.

*DPrice*

RECORD SEARCHLIGHT  
1101 Twin View Blvd, Redding, CA 96003

PUBLIC NOTICE  
SHASTA COUNTY  
REGIONAL TRANSPORTATION PLANNING AGENCY

NOTICE OF  
PUBLIC MEETING

The Shasta County Regional Transportation Planning Agency (RTPA) will hold a regularly scheduled meeting on Tuesday, February 23, 2010, at 4:00 p.m., at the Shasta County Board Chambers, 1450 Court Street, Suite 400, Redding, California. The agenda includes consent and regular items. The Consent Calendar will include consideration of: 1) the RTPA meeting schedule through February, 2011; 2) Healthy Shasta Partnership correspondence; 3) end; 4) accept Transportation Development Act fiscal and compliance audit for year ended June 30, 2009.

The Regular Calendar will include consideration of: 1) Executive Director's Report; 2) 2010/11 Transit Needs Assessment; and Unmet Transit Needs Hearing (public hearing); 3) accept Shasta FORWARD: Regional Blueprint final report and begin Sustainable Communities Strategy (SCS) planning process; 4) Master Service Agreement with Vestra Resources and PSA Amendment #4 with Moors & Associates; 5) Federal Stimulus II programming and amendments; 6) RTPA 2008 Federal Transportation Improvement Program (FTIP); 6) Cottonwood Hills Truck Climbing Lanes Project presentation; and 7) elect RTPA vice-chair.

DANIEL S. LITTLE  
Executive Director  
Shasta County Regional  
Transportation Planning Agency  
1855 Placer Street  
Redding, CA 96001  
(530) 225-5661  
February 12, 2010

6707624

**State of California**  
**2008/09-2011/12 Federal Transportation Improvement Program**  
**MPO:SHASTA**  
**AMENDMENT #: 17**

| REVENUE SOURCES       |   | (Dollars X 1,000) |           |          |          |          |          |           |           |               |
|-----------------------|---|-------------------|-----------|----------|----------|----------|----------|-----------|-----------|---------------|
|                       |   | 2008/09           |           | 2009/10  |          | 2010/11  |          | 2011/12   |           | CURRENT TOTAL |
| LOCAL                 | Sales Tax   | Previous          | Current   | Previous | Current  | Previous | Current  | Previous  | Current   | CURRENT TOTAL |
|                       | -- City   | \$4,123           | \$4,123   | \$4,214  | \$4,214  | \$4,307  | \$4,307  | \$4,400   | \$4,400   | \$17,044      |
|                       | -- County   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | -- Other (Transportation Development Act)                                   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Gas Tax   | \$4,123           | \$4,123   | \$4,214  | \$4,214  | \$4,307  | \$4,307  | \$4,400   | \$4,400   | \$17,044      |
|                       | -- Gas Tax (Subventions to Cities)  | \$7,164           | \$7,164   | \$7,400  | \$7,400  | \$7,523  | \$7,523  | \$7,651   | \$7,651   | \$29,738      |
|                       | -- Gas Tax (Subventions to Counties)  | \$2,037           | \$2,037   | \$2,044  | \$2,044  | \$2,050  | \$2,050  | \$2,057   | \$2,057   | \$8,188       |
|                       | Other Local Funds   | \$5,127           | \$5,127   | \$5,356  | \$5,356  | \$5,473  | \$5,473  | \$5,594   | \$5,594   | \$21,550      |
|                       | -- City General Funds   | \$53,158          | \$53,158  | \$50,025 | \$50,025 | \$50,025 | \$50,025 | \$50,025  | \$50,025  | \$88,233      |
|                       | -- Street Taxes and Developer Fees  | \$48,133          | \$48,133  | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$48,133      |
|                       | -- Other (registration fees (AB434) and Prop 42)                            | \$5,025           | \$5,025   | \$5,025  | \$5,025  | \$5,025  | \$5,025  | \$5,025   | \$5,025   | \$20,100      |
| TRANSIT               | Transit   | \$1,067           | \$1,067   | \$1,120  | \$1,120  | \$1,186  | \$1,186  | \$1,256   | \$1,256   | \$4,629       |
|                       | -- Transit Fares  | \$827             | \$827     | \$884    | \$884    | \$945    | \$945    | \$1,010   | \$1,010   | \$3,666       |
|                       | -- Other Transit (e.g., parcel/property taxes, parking revenue, etc)        | \$240             | \$240     | \$236    | \$236    | \$241    | \$241    | \$246     | \$246     | \$963         |
|                       | Tolls (e.g., non-state owned bridges)                                       | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Other (Please Specify)  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
| Local Total           |   | \$65,512          | \$65,512  | \$17,759 | \$17,759 | \$18,041 | \$18,041 | \$18,332  | \$18,332  | \$119,644     |
| REGIONAL <sup>1</sup> | Tolls   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | -- Bridge   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | -- Corridor   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Regional Transit Fares/Measures   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Regional Sales Tax  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Regional Bond Revenue   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Regional Gas Tax  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Vehicle Registration Fees (CARB Fees, SAFE)                                 | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Other (City Funds/Private Funds/LTF)  | \$4,652           | \$4,652   | \$10,630 | \$10,630 | \$713    | \$713    | \$530     | \$530     | \$16,525      |
|                       | Regional Total  | \$4,652           | \$4,652   | \$10,630 | \$10,630 | \$713    | \$713    | \$530     | \$530     | \$16,525      |
| STATE                 | State Highway Operations and Protection Program (SHOPP)                     | \$273,290         | \$273,290 | \$12,758 | \$12,758 | \$48,327 | \$48,327 | \$99,617  | \$99,617  | \$30,313      |
|                       | SHOPP (Including Augmentation)  | \$273,290         | \$273,290 | \$12,758 | \$12,758 | \$48,327 | \$48,327 | \$99,617  | \$99,617  | \$30,313      |
|                       | SHOPP Prior   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | State Transportation Improvement Program (STIP)                             | \$3,071           | \$3,071   | \$22,902 | \$22,902 | \$224    | \$224    | \$1,738   | \$1,738   | \$27,935      |
|                       | STIP (Including Augmentation)   | \$3,071           | \$3,071   | \$22,902 | \$22,902 | \$224    | \$224    | \$1,738   | \$1,738   | \$27,935      |
|                       | STIP Prior  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Proposition 1 B*  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | GARVEE Bonds  | \$100             | \$100     | \$100    | \$100    | \$100    | \$100    | \$100     | \$100     | \$400         |
|                       | Traffic Congestion Relief Program   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | State Transit Assistance (STA)<br>(e.g., population/revenue based, Prop 42) | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
| FEDERAL TRANSIT       | Other (STATE CASH-SHOPP)  | \$37,164          | \$37,164  | \$1,650  | \$1,650  | \$6,259  | \$6,259  | \$2,901   | \$2,901   | \$49,349      |
|                       | State Total   | \$313,625         | \$313,625 | \$37,410 | \$37,410 | \$54,910 | \$54,910 | \$106,200 | \$106,200 | \$24,431      |
|                       | Bus and Bus Related Grants (5309c)  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Clean Fuel Formula Program (5308)   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Elderly & Persons with Disabilities Formula Program (5310)                  | \$756             | \$756     | \$500    | \$500    | \$500    | \$500    | \$500     | \$500     | \$2,256       |
|                       | Fixed Guideway Modernization (5309a)  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Intercity Bus (5311f)   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Job Access and Reverse Commute Program (5316)                               | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Metropolitan Planning (5303)  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | New and Small Starts (Capital Investment Grants) (5309b)                    | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
| FEDERAL TRANSIT       | New Freedom (SAFETEA-LU)  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Nonurbanized Area Formula Program (5311)                                    | \$250             | \$250     | \$250    | \$250    | \$250    | \$250    | \$250     | \$250     | \$1,000       |
|                       | Public Transportation on Indian Reservation (5311c)                         | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Transit in the Parks (5320)   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | Urbanized Area Formula Program (5307)                                       | \$2,088           | \$2,088   | \$2,228  | \$2,228  | \$1,631  | \$1,631  | \$807     | \$807     | \$6,754       |
|                       | ARRA - FTA 5307   | \$1,671           | \$1,671   | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$1,671       |
|                       | ARRA - FTA 5309   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$0           |
|                       | ARRA - FTA 5311   | \$408             | \$408     | \$0      | \$0      | \$0      | \$0      | \$0       | \$0       | \$408         |
|                       | STIM 2  |                   |           | \$2,079  | \$2,079  | \$0      | \$0      | \$0       | \$0       | \$2,079       |
|                       | Other (Trans Devel Act - Transit)   | \$5,462           | \$5,462   | \$5,470  | \$5,470  | \$5,219  | \$5,219  | \$5,115   | \$5,115   | \$21,266      |
| Federal Transit Total |   | \$10,635          | \$10,635  | \$10,527 | \$10,527 | \$7,600  | \$7,600  | \$6,672   | \$6,672   | \$35,434      |

**State of California**  
**2008/09-2011/12 Federal Transportation Improvement Program**  
**MPO:SHASTA**  
**AMENDMENT #: 17**

| REVENUE SOURCES  | (Dollars X 1,000) |                  |                  |                  |                 |                  |                 |                 |                  |                |
|--|-------------------|------------------|------------------|------------------|-----------------|------------------|-----------------|-----------------|------------------|----------------|
|  | 2008/09           |                  | 2009/10          |                  | 2010/11         |                  | 2011/12         |                 | CURRENT TOTAL    |                |
|  | Previous          | Current          | Previous         | Current          | Previous        | Current          | Previous        | Current         |                  |                |
| <b>FEDERAL HIGHWAY</b>   |                   |                  |                  |                  |                 |                  |                 |                 |                  |                |
| Federal Highway Non-Discretionary                                  |                   |                  |                  |                  |                 |                  |                 |                 |                  |                |
| Congestion Mitigation and Air Quality (CMAQ)                       | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Surface Transportation Program (Regional)                          | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Highway Bridge Program (HBP)                                       | \$638             | \$638            | \$2,647          | \$2,647          | \$2,988         | \$2,988          | \$230           | \$230           | \$6,503          |                |
| Highway Safety Improvement Program (HSIP)                          | \$1,140           | \$1,140          | \$709            | \$1,705          | \$0             | \$0              | \$0             | \$0             | \$2,845          |                |
| Railway (Section 130)  | \$1,643           | \$1,643          | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$1,643          |                |
| Safe Routes to School (SRTS) (SAFETEA-LU)                          | \$1,073           | \$1,073          | \$0              | \$0              | \$623           | \$623            | \$0             | \$0             | \$1,696          |                |
| Safe Routes to School (SR2S)                                       | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Transportation Improvements (TI)                                   | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Federal Lands Highway  | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| ARRA - SHOPP   | \$6,600           | \$6,600          | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$6,600          |                |
| ARRA - STP   | \$3,649           | \$3,649          | \$104            | \$104            | \$0             | \$0              | \$0             | \$0             | \$3,753          |                |
| ARRA - Highway Maintenance (HM)                                    | \$0               | \$0              | \$0              | \$0              | \$0             | \$11,190         | \$0             | \$0             | \$11,190         |                |
| ARRA - TE (and ARRA - STE)   | \$680             | \$680            | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$680            |                |
| ARRA - RSTP  | \$0               | \$0              | \$3,494          | \$3,494          | \$0             | \$0              | \$0             | \$0             | \$3,494          |                |
| ARRA - Federal Lands Highway                                       | \$8,978           | \$8,978          | \$400            | \$400            | \$0             | \$0              | \$0             | \$0             | \$9,378          |                |
| STIM 2 **  |                   |                  | \$13,957         | \$13,957         |                 |                  |                 |                 | \$13,957         |                |
| Other (Please specify)   | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| <b>Subtotal</b>  | <b>\$24,401</b>   | <b>\$24,401</b>  | <b>\$21,311</b>  | <b>\$22,307</b>  | <b>\$3,611</b>  | <b>\$14,801</b>  | <b>\$230</b>    | <b>\$230</b>    | <b>\$61,739</b>  |                |
| <b>FEDERAL HIGHWAY DISCRETIONARY PROGRAMS</b>                      |                   |                  |                  |                  |                 |                  |                 |                 |                  |                |
| Bridge Discretionary Program                                       | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302) | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)            | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Ferry Boat Discretionary   | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| High Priority Projects (HPP)                                       | \$2,000           | \$2,000          | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$2,000          |                |
| High Risk Rural Road (HRRR)  | \$900             | \$900            | \$2,583          | \$2,583          | \$0             | \$0              | \$0             | \$0             | \$3,483          |                |
| National Scenic Byways Program                                     | \$45              | \$45             | \$40             | \$40             | \$0             | \$0              | \$0             | \$0             | \$85             |                |
| Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)  | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Public Lands Highway Discretionary                                 | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Recreational Trails  | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Transportation and Community and System Preservation Program       | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Other (local match to scenic byways program)                       | \$11              | \$11             | \$10             | \$10             | \$0             | \$0              | \$0             | \$0             | \$21             |                |
| <b>Subtotal</b>  | <b>\$2,956</b>    | <b>\$2,956</b>   | <b>\$2,633</b>   | <b>\$2,633</b>   | <b>\$0</b>      | <b>\$0</b>       | <b>\$0</b>      | <b>\$0</b>      | <b>\$5,589</b>   |                |
| <b>Federal Highway Total</b>                                       | <b>\$27,357</b>   | <b>\$27,357</b>  | <b>\$23,944</b>  | <b>\$24,940</b>  | <b>\$3,611</b>  | <b>\$14,801</b>  | <b>\$230</b>    | <b>\$230</b>    | <b>\$67,328</b>  |                |
| <b>FEDERAL TOTAL*</b>  | <b>\$37,992</b>   | <b>\$37,992</b>  | <b>\$34,471</b>  | <b>\$35,467</b>  | <b>\$11,211</b> | <b>\$22,401</b>  | <b>\$6,902</b>  | <b>\$6,902</b>  | <b>\$102,762</b> |                |
| <b>INNOVATIVE FINANCE</b>  |                   |                  |                  |                  |                 |                  |                 |                 |                  |                |
| TIFIA (Transportation Infrastructure Finance and Innovation Act)   | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| State Infrastructure Bank  | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Section 129 Loans  | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Rail Rehab & Improvement Financing                                 | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Private Activity Bonds   | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Private Concession Fees  | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Private Donations  | \$131             | \$131            | \$125            | \$125            | \$125           | \$125            | \$125           | \$125           | \$506            |                |
| Program Income (from a federal project)                            | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| Other (Please specify)   | \$0               | \$0              | \$0              | \$0              | \$0             | \$0              | \$0             | \$0             | \$0              |                |
| <b>Innovative Financing Total</b>                                  | <b>\$131</b>      | <b>\$131</b>     | <b>\$125</b>     | <b>\$125</b>     | <b>\$125</b>    | <b>\$125</b>     | <b>\$125</b>    | <b>\$125</b>    | <b>\$506</b>     |                |
| <b>REVENUE TOTAL</b>   | <b>\$421,912</b>  | <b>\$421,912</b> | <b>\$100,395</b> | <b>\$101,391</b> | <b>\$85,000</b> | <b>\$147,480</b> | <b>\$50,320</b> | <b>\$62,316</b> | <b>\$733,099</b> |                |
| <b>Fund Estimate - Unprogrammed Capacity<sup>5</sup></b>           |                   |                  |                  |                  | <b>\$1,111</b>  |                  | <b>\$2,156</b>  |                 | <b>\$1,691</b>   | <b>\$4,958</b> |

NOTES:

\$421,912

\$101,391

\$147,480

\$62,316

<sup>1</sup>Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

<sup>2</sup>Federal Total: Is the sum of federal highway and federal transit programs.

<sup>3</sup>Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

<sup>4</sup>Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

<sup>5</sup>Fund Estimate - Unprogrammed Capacity: Difference between Obligation Authority level and Apportionment level, these funds can not be used for programming projects

\*Note: STIP/SHOPP funding coming from prior STIP/SHOPP programs.

\*\*Note: Stim 2 funds are not yet federally approved

**State of California**

**2008/09-2011/12 Federal Transportation Improvement Program**

**MPO:SHASTA**

**AMENDMENT # : 17**

| PROGRAMMED      |   | (Dollars X 1,000) |           |          |          |          |           |          |          |               |
|-----------------|---|-------------------|-----------|----------|----------|----------|-----------|----------|----------|---------------|
|                 |   | 2008/09           |           | 2009/10  |          | 2010/11  |           | 2011/12  |          |               |
| LOCAL           | Local Total   | Previous          | Current   | Previous | Current  | Previous | Current   | Previous | Current  | CURRENT TOTAL |
|                 |   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
| REGIONAL        | Tolls   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | -- Bridge   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | -- Corridor   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Regional Transit Fares/Measures   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Regional Sales Tax  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Regional Bond Revenue   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Regional Gas Tax  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Vehicle Registration Fees (CARB Fees, SAFE)                                 | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Other (City Funds/Private Funds/LTF)  | \$4,652           | \$4,652   | \$10,630 | \$10,630 | \$713    | \$713     | \$530    | \$530    | \$16,525      |
|                 | Regional Total  | \$4,652           | \$4,652   | \$10,630 | \$10,630 | \$713    | \$713     | \$530    | \$530    | \$16,525      |
| STATE           | State Highway Operations and Protection Program (SHOPP)                     | \$273,290         | \$273,290 | \$12,758 | \$12,758 | \$48,327 | \$99,617  | \$19,692 | \$30,313 | \$415,978     |
|                 | SHOPP (Including Augmentation)  | \$273,290         | \$273,290 | \$12,758 | \$12,758 | \$48,327 | \$99,617  | \$19,692 | \$30,313 | \$415,978     |
|                 | SHOPP Prior   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | State Transportation Improvement Program (STIP)                             | \$3,071           | \$3,071   | \$22,902 | \$22,902 | \$224    | \$224     | \$1,738  | \$1,738  | \$27,935      |
|                 | STIP (Including Augmentation)   | \$3,071           | \$3,071   | \$22,902 | \$22,902 | \$224    | \$224     | \$1,738  | \$1,738  | \$27,935      |
|                 | STIP Prior  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Proposition 1 B <sup>1</sup>  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Emergency Repair - State  | \$100             | \$100     | \$100    | \$100    | \$100    | \$100     | \$100    | \$100    | \$400         |
|                 | Traffic Congestion Relief Program   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | State Transit Assistance (STA)<br>(e.g., population/revenue based, Prop 42) | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Other (STATE CASH-SHOPP)  | \$37,164          | \$37,164  | \$1,650  | \$1,650  | \$6,259  | \$6,259   | \$2,901  | \$4,276  | \$49,349      |
|                 | State Total   | \$313,625         | \$313,625 | \$37,410 | \$37,410 | \$54,910 | \$106,200 | \$24,431 | \$36,427 | \$493,662     |
| FEDERAL TRANSIT | Bus and Bus Related Grants (5309c)  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Clean Fuel Formula Program (5308)   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Elderly & Persons with Disabilities Formula Program (5310)                  | \$756             | \$756     | \$500    | \$500    | \$500    | \$500     | \$500    | \$500    | \$2,256       |
|                 | Fixed Guideway Modernization (5309a)  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Intercity Bus (5311f)   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Job Access and Reverse Commute Program (5316)                               | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Metropolitan Planning (5303)  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | New and Small Starts (Capital Investment Grants) (5309b)                    | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | New Freedom (SAFETEA-LU)  | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Nonurbanized Area Formula Program (5311)                                    | \$250             | \$250     | \$250    | \$250    | \$250    | \$250     | \$250    | \$250    | \$1,000       |
|                 | Public Transportation on Indian Reservation (5311c)                         | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Transit in the Parks (5320)   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | Urbanized Area Formula Program (5307)                                       | \$2,088           | \$2,088   | \$2,228  | \$2,228  | \$1,631  | \$1,631   | \$807    | \$807    | \$6,754       |
|                 | ARRA - FTA 5307   | \$1,671           | \$1,671   | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$1,671       |
|                 | ARRA - FTA 5309   | \$0               | \$0       | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$0           |
|                 | ARRA - FTA 5311   | \$408             | \$408     | \$0      | \$0      | \$0      | \$0       | \$0      | \$0      | \$408         |
|                 | STIM 2  | \$0               | \$0       | \$2,079  | \$2,079  | \$0      | \$0       | \$0      | \$0      | \$2,079       |
|                 | Other (Trans Devel Act - Transit)   | \$5,462           | \$5,462   | \$5,470  | \$5,470  | \$5,219  | \$5,219   | \$5,115  | \$5,115  | \$21,266      |
|                 | Federal Transit Total   | \$10,635          | \$10,635  | \$10,527 | \$10,527 | \$7,600  | \$7,600   | \$6,672  | \$6,672  | \$35,434      |

**State of California**

**2008/09-2011/12 Federal Transportation Improvement Program**

**MPO:SHASTA**

**AMENDMENT # : 17**

| PROGRAMMED   | (Dollars X 1,000) |                  |                 |                 |                 |                  |                 |                 |                  |
|--|-------------------|------------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|------------------|
|  | 2008/09           |                  | 2009/10         |                 | 2010/11         |                  | 2011/12         |                 | CURRENT<br>TOTAL |
|  | Previous          | Current          | Previous        | Current         | Previous        | Current          | Previous        | Current         |                  |
| FEDERAL HIGHWAY  |                   |                  |                 |                 |                 |                  |                 |                 |                  |
| Federal Highway Non-Discretionary                                  |                   |                  |                 |                 |                 |                  |                 |                 |                  |
| Congestion Mitigation and Air Quality (CMAQ)                       | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Surface Transportation Program (Regional)                          | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Highway Bridge Program (HBP)                                       | \$638             | \$638            | \$2,647         | \$2,547         | \$2,988         | \$2,988          | \$230           | \$230           | \$6,503          |
| Highway Safety Improvement Program (HSIP)                          | \$1,140           | \$1,140          | \$709           | \$1,705         | \$0             | \$0              | \$0             | \$0             | \$2,845          |
| Railway (Section 130)  | \$1,543           | \$1,543          | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$1,643          |
| Safe Routes to School (SRTS) (SAFETEA-LU)                          | \$1,073           | \$1,073          | \$0             | \$0             | \$623           | \$823            | \$0             | \$0             | \$1,696          |
| Safe Routes to School (SR2S)                                       | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Transportation Improvements (TI)                                   | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Federal Lands Highway  | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| ARRA - SHOPP   | \$6,600           | \$6,600          | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$6,600          |
| ARRA - STP   | \$3,649           | \$3,649          | \$104           | \$104           | \$0             | \$0              | \$0             | \$0             | \$3,753          |
| ARRA - Highway Maintenance (HM)                                    | \$0               | \$0              | \$0             | \$0             | \$0             | \$10,890         | \$0             | \$0             | \$10,890         |
| ARRA - TE (and ARRA - STE)   | \$680             | \$680            | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$680            |
| ARRA - RSTP  | \$0               | \$0              | \$3,494         | \$3,494         | \$0             | \$0              | \$0             | \$0             | \$3,494          |
| ARRA - Federal Lands Highway                                       | \$8,978           | \$8,978          | \$400           | \$400           | \$0             | \$0              | \$0             | \$0             | \$9,378          |
| STIM 2 **  |                   |                  | \$13,957        | \$13,957        |                 |                  |                 |                 | \$13,957         |
| Other (Please specify)   | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| <b>Subtotal</b>  | <b>\$24,401</b>   | <b>\$24,401</b>  | <b>\$21,311</b> | <b>\$22,307</b> | <b>\$3,611</b>  | <b>\$14,501</b>  | <b>\$230</b>    | <b>\$230</b>    | <b>\$61,439</b>  |
| Federal Highway Discretionary Programs                             |                   |                  |                 |                 |                 |                  |                 |                 |                  |
| Bridge Discretionary Program                                       | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302) | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)            | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Ferry Boat Discretionary   | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| High Priority Projects (HPP)                                       | \$2,000           | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| High Risk Rural Road (HRRR)  | \$900             | \$900            | \$2,583         | \$2,583         | \$0             | \$0              | \$0             | \$0             | \$3,483          |
| National Scenic Byways Program                                     | \$45              | \$45             | \$40            | \$40            | \$0             | \$0              | \$0             | \$0             | \$85             |
| Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)  | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Public Lands Highway Discretionary                                 | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Recreational Trails  |                   |                  | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Transportation and Community and System Preservation Program       | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Other (local match to scenic byways program)                       | \$11              | \$11             | \$10            | \$10            | \$0             | \$0              | \$0             | \$0             | \$21             |
| <b>Subtotal</b>  | <b>\$2,956</b>    | <b>\$956</b>     | <b>\$2,633</b>  | <b>\$2,633</b>  | <b>\$0</b>      | <b>\$0</b>       | <b>\$0</b>      | <b>\$0</b>      | <b>\$3,599</b>   |
| <b>Federal Highway Total</b>                                       | <b>\$27,357</b>   | <b>\$25,357</b>  | <b>\$23,944</b> | <b>\$24,940</b> | <b>\$3,611</b>  | <b>\$14,501</b>  | <b>\$230</b>    | <b>\$230</b>    | <b>\$65,028</b>  |
| <b>FEDERAL TOTAL<sup>2</sup></b>                                   | <b>\$37,992</b>   | <b>\$35,992</b>  | <b>\$34,471</b> | <b>\$35,467</b> | <b>\$11,211</b> | <b>\$22,101</b>  | <b>\$6,902</b>  | <b>\$6,902</b>  | <b>\$100,462</b> |
| INNOVATIVE FINANCE <sup>3</sup>                                    |                   |                  |                 |                 |                 |                  |                 |                 |                  |
| TIFIA (Transportation Infrastructure Finance and Innovation Act)   | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| State Infrastructure Bank  | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Section 129 Loans  | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Rail Rehab & Improvement Financing                                 | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Private Activity Bonds   | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Private Concession Fees  | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Private Donations  | \$131             | \$131            | \$125           | \$125           | \$125           | \$125            | \$125           | \$125           | \$506            |
| Program Income (from a federal project)                            | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| Other (Please specify)   | \$0               | \$0              | \$0             | \$0             | \$0             | \$0              | \$0             | \$0             | \$0              |
| <b>Innovative Financing Total</b>                                  | <b>\$131</b>      | <b>\$131</b>     | <b>\$125</b>    | <b>\$125</b>    | <b>\$125</b>    | <b>\$125</b>     | <b>\$125</b>    | <b>\$125</b>    | <b>\$506</b>     |
| <b>PROGRAMMED TOTAL</b>  | <b>\$356,400</b>  | <b>\$354,400</b> | <b>\$82,636</b> | <b>\$83,632</b> | <b>\$66,959</b> | <b>\$129,139</b> | <b>\$31,988</b> | <b>\$43,984</b> | <b>\$611,155</b> |

Per "By fund type" report from CTIPS

NOTES:

|     |          |     |
|-----|----------|-----|
| \$0 | \$15,986 | \$0 |
|-----|----------|-----|

<sup>1</sup>Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

<sup>2</sup>Federal Total: Is the sum of federal highway and federal transit programs.

<sup>3</sup>Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

<sup>4</sup>Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

<sup>\*\*</sup>Note: Slim 2 funds are not yet federally approved

**State of California**

2008/09-2011/12 Federal Transportation Improvement Program

MPO: SHASTA

**AMENDMENT #: 17**

**State of California**  
**2008/09-2011/12 Federal Transportation Improvement Program**  
**MPO: SHASTA**  
**AMENDMENT #: 17**

| REVENUE Vs. PROGRAMMED  | (Dollars X 1,000) |                |            |            |            |              |            |            |                  |
|---|-------------------|----------------|------------|------------|------------|--------------|------------|------------|------------------|
|   | 2008/09           |                | 2009/10    |            | 2010/11    |              | 2011/12    |            | CURRENT<br>TOTAL |
|   | Previous          | Current        | Previous   | Current    | Previous   | Current      | Previous   | Current    |                  |
| FEDERAL HIGHWAY   |                   |                |            |            |            |              |            |            |                  |
| Federal Highway Non-Discretionary                                 | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Congestion Mitigation and Air Quality (CMAQ)                      | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Surface Transportation Program (Regional)                         | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Highway Bridge Program (HBP)                                      | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Highway Safety Improvement Program (HSIP)                         | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Railway (Section 130)   | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Safe Routes to School (SRTS) (SAFETEA-LU)                         | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Safe Routes to School (SR2S)                                      | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Transportation Improvements (TI)                                  | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Federal Lands Highway   | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| ARRA - SHOPP  | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| ARRA - STP  | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| ARRA - Highway Maintenance (HM)                                   | \$0               | \$0            | \$0        | \$0        | \$0        | \$300        | \$0        | \$0        | \$300            |
| ARRA - TE (ARRA - STE)  | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| ARRA - RSTP   | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| ARRA - Federal Lands Highway                                      | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| STIM 2**  | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Other (Please specify)  | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| <b>Subtotal</b>   | <b>\$0</b>        | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$300</b> | <b>\$0</b> | <b>\$0</b> | <b>\$300</b>     |
| Federal Highway Discretionary Programs                            |                   |                |            |            |            |              |            |            |                  |
| Bridge Discretionary Program                                      | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Corridor Infrastructure Improvement Program                       | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| (SAFETEA-LU Sec. 1302)  | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)           | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Ferry Boat Discretionary  | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| High Priority Projects (HPP)                                      | \$0               | \$2,000        | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$2,000          |
| High Risk Rural Road (HRR)  | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| National Scenic Byways Program                                    | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Projects of National/Regional Significance (SAFETEA-LU Sec. 1301) | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Public Lands Highway Discretionary                                | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Recreational Trails   | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Transportation and Community and System Preservation Program      | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Other (Please Specify)  | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| <b>Subtotal</b>   | <b>\$0</b>        | <b>\$2,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$2,000</b>   |
| <b>Federal Highway Total</b>                                      | <b>\$0</b>        | <b>\$2,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$300</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,300</b>   |
| <b>FEDERAL TOTAL<sup>2</sup></b>                                  | <b>\$0</b>        | <b>\$2,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$300</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,300</b>   |
| INNOVATIVE FINANCE <sup>3</sup>                                   |                   |                |            |            |            |              |            |            |                  |
| TIFIA (Transportation Infrastructure Finance and Innovation Act)  | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| State Infrastructure Bank   | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Section 129 Loans   | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Rail Rehab & Improvement Financing                                | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Private Activity Bonds  | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Private Concession Fees   | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Private Donations   | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Program Income (from a federal project)                           | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| Other (Please specify)  | \$0               | \$0            | \$0        | \$0        | \$0        | \$0          | \$0        | \$0        | \$0              |
| <b>Innovative Financing Total</b>                                 | <b>\$0</b>        | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>       |

**NOTES:**

<sup>1</sup>Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

<sup>2</sup>Federal Total: Is the sum of federal highway and federal transit programs.

<sup>3</sup>Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

\*Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

\*\*Note: Stim 2 funds are not yet federally approved

| Shasta RTPA Collision Reduction Group Project Listing 2009 FSTIP |  |                |                 |                 |                |                 |
|--|--|----------------|-----------------|-----------------|----------------|-----------------|
| CTIPS No TBD   |  |                |                 | FY              |                |                 |
| EA   | PE   | R/W            | CONSTRUCTION    | 08/09           | 09/10          | 10/11           |
| 4C94U  | \$2,163  | \$125          | \$6,600         | \$8,888         |                |                 |
| 0E390  | \$759  | \$82           | \$1,447         |                 | \$2,288        |                 |
| 1E110  | \$738  | \$5            | \$1,645         |                 | \$2,388        |                 |
| 4C990  | \$1,193  | \$0            | \$4,642         | \$5,835         |                |                 |
| 1C160  | \$1,510  | \$172          | \$3,176         | \$4,858         |                |                 |
| 2C580  | \$1,570  | \$21           | \$3,300         | \$4,891         |                |                 |
| 1E100  | \$3,394  | \$134          | \$10,366        |                 | \$13,894       |                 |
| <b>HPP 2C580</b>   |  |                | <b>\$0</b>      | <b>\$0</b>      |                |                 |
| 1E480  | \$549  | \$21           | \$609           | \$1,179         |                |                 |
| 1E440  | \$526  | \$143          | \$507           | \$1,176         |                |                 |
| <b>2E510</b>   | <b>\$1,490</b>   | <b>\$340</b>   | <b>\$10,166</b> | <b>\$11,996</b> |                |                 |
| 2E240  | \$320  | \$12           | \$1,618         |                 | \$1,950        |                 |
| <b>Totals</b>  | <b>\$14,212</b>  | <b>\$4,055</b> | <b>\$44,076</b> | <b>\$24,472</b> | <b>\$7,031</b> | <b>\$15,844</b> |
| <br>   |  |                |                 |                 |                |                 |
| <b>02-E510</b>   |  |                |                 |                 |                |                 |
| Fund Type  | SHOPP AC   | \$15,323       | \$6,225         | \$14,027        | \$10,621       | \$46,196        |
| State Cash   | \$2,549  | \$806          | \$1,817         | \$1,375         | \$6,547        |                 |
| HPP Program  | \$0  |                |                 |                 | \$0            |                 |
| ARRA -SH   | \$6,600  |                |                 |                 | \$6,600        |                 |
| Totals   | \$24,472   | \$7,031        | \$15,844        | \$11,996        | \$59,343       |                 |
| <br>   |  |                |                 |                 |                |                 |
| Purpose/Need:  | The purpose of this project is to reduce the number and severity of accidents along this stretch of roadway. |                |                 |                 |                |                 |
| Performance Measure:   | 117 collisions reduced over the 20-year life of the project.   |                |                 |                 |                |                 |
| The \$2M HPP for 2C580 was returned to Humboldt County,          |  |                |                 |                 |                |                 |
| HPP Summary of Project #2080                                     |  |                |                 |                 |                |                 |

**RTPA Collision Reduction Group Project Listing 2009 FSTIP**

The purpose of this project is to reduce the number and severity of accidents along this stretch of roadway.

**Purpose/Need:** **Performance Measure:**

The \$2M HPP for 2C580 was returned to Humboldt County.

HPP Summary of Project #2080

Reduce congestion and boost economies through safer access to the coast by realigning Hwy 299 between Trinity and Shasta Counties

|                               |                    |
|-------------------------------|--------------------|
| <b>Authorized</b>             | <b>\$5,600,000</b> |
| 02-39790 7/8 FY               | \$1,000,000        |
| 02-2C580 8/9 FY               | \$0                |
| <b>Remaining to Authorize</b> | <b>\$4,600,000</b> |

## Comments to add to CTIPS

- |   |  |
|---|--|
| 4. Amend new Safety Project 02-2E240 Install Median Barrier | 11/15/09 Formal Amendment Request #1<br>Add Safety Project EA 02-1E110 |
| 3. Amend Safety Project 02-1E100 Middle of Buckhorn.        |  |

4 UDD District #2080 funds for Yanktoni Church EA #02 2C580 for \$2 million for construction in the Q8100 EV Humboldt County is implementing a new

The purpose of this project is to improve the ride by reducing distressed lane miles. Resurfacing and

53 75 | Jane Miles Of Distress Navigation

Comments to add to CTIPS

| Shasta RTPA Highway Maintenance-HM Group Project Listing 2009 FSTIP |   |            |                 |            |                 |            |
|---|---|------------|-----------------|------------|-----------------|------------|
| CTIPS No TBD  |   |            |                 |            |                 |            |
| EA  | PE  | RW         | CONSTRUCTION    | FY         |                 |            |
|   |   |            |                 | 08/09      | 09/10           | 10/11      |
| <b>2E840</b>  | <b>\$35</b>   | <b>\$5</b> | <b>\$5,720</b>  |            | <b>\$5,760</b>  |            |
| <b>2E650</b>  | <b>\$155</b>  | <b>\$5</b> | <b>\$4,970</b>  |            | <b>\$5,130</b>  |            |
| <b>Totals</b>   | <b>\$155</b>  | <b>\$5</b> | <b>\$10,690</b> | <b>\$0</b> | <b>\$10,890</b> | <b>\$0</b> |
| <br>  |   |            |                 |            |                 |            |
| Fund Type   | NHS   |            |                 |            |                 |            |
|   | STP   |            |                 |            |                 |            |
|   | State Cash  | \$0        | \$0             | \$1,249    | \$0             | \$1,249    |
|   | Totals  | \$0        | \$0             | \$10,890   | \$0             | \$10,890   |
| <br>  |   |            |                 |            |                 |            |
| <b>Purpose/Need:</b>  | This project will preserve asphalt concrete surfacing on this section of roadway.   |            |                 |            |                 |            |
| <b>Performance Measure:</b>   | 16 lane miles of distressed pavement reduced.   |            |                 |            |                 |            |
| <b>2E650</b>  |   |            |                 |            |                 |            |
| <b>Purpose/Need:</b>  | This project will apply a preventative treatment that will extend the service life of this section of roadway before it needs major rehabilitation. |            |                 |            |                 |            |
| <b>Performance Measure:</b>   | 42.8 lane miles of distressed pavement reduced.   |            |                 |            |                 |            |
| <b>Comments to add to CTIPS</b>                                     |   |            |                 |            |                 |            |

| GROUPED SAFETY PROJECTS (\$1000's)  |           |          |          |          |                     |
|---|-----------|----------|----------|----------|---------------------|
| Lump Sum backup - 2008/9 Shasta County FTIP   |           |          |          |          |                     |
| PROJECT   | 2008 FTIP |          |          |          | 4 year Beyond Total |
|   | FY 08-09  | FY 09-10 | FY 10-11 | FY 11-12 |                     |
| LUMP SUM HES  |           |          |          |          |                     |
| 1 Shasta Dam Blvd. (2 components)   |           |          |          |          |                     |
| PE  |           |          |          |          |                     |
| ROW   |           |          |          |          |                     |
| Con   |           |          |          |          |                     |
| Total   |           |          |          | \$ -     |                     |
| 2 Bear Mountain Road Curve Realignment  |           |          |          |          |                     |
| PE  |           |          |          |          |                     |
| ROW   |           |          |          |          |                     |
| Con   |           |          |          |          |                     |
| Total   |           |          |          | \$ -     |                     |
| 3 SR 273 and Bruce Street - Traffic Light and Turn Lane   |           |          |          |          |                     |
| PE  |           |          |          |          |                     |
| ROW   |           |          |          |          |                     |
| Con   |           |          |          |          |                     |
| Total   |           |          |          | \$ -     |                     |
| 4 Whitmore Road - High Risk Rural Road - shoulders and alignment  |           |          |          |          |                     |
| PE  |           |          |          |          |                     |
| ROW   |           |          |          |          |                     |
| Con   | \$ 900    |          |          |          |                     |
| Total   | \$ 900    |          |          | \$ 900   |                     |
| 5 SRTS - Anderson - Bruce/Emily/ Pinon  |           |          |          |          |                     |
| PE  |           |          |          |          |                     |
| ROW   |           |          |          |          |                     |
| Con   |           |          |          |          |                     |
| Total   |           |          |          | \$ -     |                     |
| 6 SRTS - Shasta Lake - Montana Ave  |           |          |          |          |                     |
| PE  |           |          |          |          |                     |
| ROW   |           |          |          |          |                     |
| Con   | \$ 773    |          |          |          |                     |
| Total   | \$ 773    |          |          | \$ 773   |                     |
| 7 Highway Safety Improvement - Anderson - Signals at SR 273 and Alexander   |           |          |          |          |                     |
| PE  |           |          |          |          |                     |
| ROW   |           |          |          |          |                     |
| Con   | \$ 627    |          |          |          |                     |
| Total   | \$ 627    | \$ -     | \$ -     | \$ -     | \$ 627              |
| 8 SHOPP - Caltrans - Signals at SR 273 and Alexander  |           |          |          |          |                     |
| PE  |           |          |          |          |                     |
| ROW   |           |          |          |          |                     |
| Con   | \$ 513    |          |          |          |                     |
| Total   | \$ 513    | \$ -     | \$ -     | \$ -     | \$ 513              |
| 9 Highway Safety Improvement - Redding - Widen Pavement and Shoulders - Buenaventura Ave from RR  |           |          |          |          |                     |
| PE  |           |          |          |          |                     |
| ROW   |           |          |          |          |                     |
| Con   | \$ 709    |          |          |          |                     |
| Total   | \$ -      | \$ 709   | \$ -     | \$ -     | \$ 709              |
| 10 High Risk Rural Road - Shasta County Projects - Widen Shoulders - Hawthorne Ave (\$990K); Olinda Road (\$1.1M); Union School Road (\$880K) |           |          |          |          |                     |
| PE  |           |          |          |          |                     |
| ROW   |           |          |          |          |                     |
| Con   | \$ 2,583  |          |          |          |                     |
| Total   | \$ -      | \$ 2,583 | \$ -     | \$ -     | \$ - \$ 2,583       |
| 11 Shasta Dam Blvd. (RIP) - In HES LUMP   |           |          |          |          |                     |
| PE  |           |          |          |          |                     |
| ROW   |           |          |          |          |                     |
| Con   |           |          |          |          |                     |
| Total   | \$ -      |          |          |          | \$ -                |
| 12 SRTS - Redding - Mistletoe and FT County Coordinator - AMENDMENT #7  |           |          |          |          |                     |
| PE  |           |          |          |          |                     |
| ROW   |           |          |          |          |                     |
| Con   | \$ 300    | \$ 300   | \$ 623   |          |                     |
| Total   | \$ 300    | \$ -     | \$ 623   | \$ -     | \$ 923              |
| 13 Highway Safety Improvement - Redding - Install O/H Flashing Signal, Improve approach - Old Oregon Trail and Oasis                          |           |          |          |          |                     |
| Amend 17 approved by RTPA 2/23/09   |           |          |          |          |                     |
| PE  |           |          |          |          |                     |
| ROW   |           |          |          |          |                     |
| Con   | \$ 897    |          |          |          |                     |
| Total   | \$ -      | \$ 897   | \$ -     | \$ -     | \$ 897              |
| 13 Misc Local Match Funds related to above projects   |           |          |          |          |                     |
| PE  |           |          |          |          |                     |
| ROW   |           |          |          |          |                     |
| Con   | \$ 600    | \$ 1,066 | \$ 500   | \$ 500   | \$ 2,666            |
| Total   | \$ 600    | \$ 1,066 | \$ 500   | \$ 500   | \$ 2,666            |
| TOTAL HES LUMP SUM  | \$ 3,713  | \$ 5,255 | \$ 1,123 | \$ 500   | \$ - \$ 9,694       |

| SUMMARY OF CHANGES - Shasta MPO 2009 FTIP |                                |   |  |             |
|---|--------------------------------|---|--|-------------|
| MPO FTIP ID                               | PROJECT TITLE                  | DESCRIPTION OF CHANGE   | TOTAL PROJECT COST INCREASE, IF APPLICABLE (+/- %) | AMENDMENT # |
| 1 Financials only                         | FHWA Slim 2                    | Increase programming capacity by \$13,959,765 in FY 09/10                                 | n/a - financials only                              | 15          |
| 2 Financials only                         | FTA Slim 2                     | Increase programming capacity by \$2,078,693 in FY 09/10                                  | n/a - financials only                              | 16          |
| 3 211-0000-0075                           | SHOPP - Collision Reduction    | Curve Realignments on SR 299 in FY 11/12  | \$9,996,000 increase - 21.08%                      | 17          |
| 4 211-0000-0078                           | SHOPP - Roadway Preservation   | Resurface and rehab 53.75 lane miles on I-5 in FY 10/11                                   | \$51,290,000 increase - 230.58%                    | 17          |
| 5 211-0000-0090                           | State Highway Maintenance - HM | Resurface and rehab 42.8 lane miles on I-5 and 16 lane miles on SR 273 in FY 10/12        | \$10,890,000 new project                           | 17          |
| 6 211-0000-0067                           | Local Safety Projects - HSIP   | Improve approach and add flashing lights to Old Oregon Trail and Oasis Road Intersection. | \$996,300 increase 6.15% increase                  | 17          |

**Shasta County RTPA - Federal Transportation Improvement Program**

(Dollars In Thousands)  
State Highway System

| DIST: 02   | COUNTY: Shasta County | TITLE (DESCRIPTION):<br>SHOPP - Collision Reduction (Lump Sum) ((Various Locations - Collision Reduction projects to reduce accidents in the region)) | NPO Aprov: / /  |                                    |           |  |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
|--|-----------------------|---|---|------------------------------------|-----------|--|------------|---------------|-----------|--|-------|--------|--------|--|--|--|--|--|--|----------|---------|----|---|----------|------------|-------|------------------------------------|----|--------|--|--|---|----------|------------|-------|------------------------------------|----|--------|--|--|---|----------|------------|-------|------------------------------------|---|--------|--|--|---|----------|------------|-------|------------------------------------|---|--------|--|--|---|----------|------------|-------|----------|--|--------|--|--|---------------------------------|--|--|--|--|-------|-------|-------|-------|-------|-------|-------|--------|-------|----------------------|--|--|--|--|----|--|--|--|--|--|--|--|--|--|--|--|--|--|----|--|--|--|--|--|--|--|--|----------------------------|--|--|--|--|-----|--------|-------|--------|--------|--|--|--|--------|--|--|--|--|--|-------|--------|-------|--------|--------|--|--|--|--------|-----------------|--|--|--|--|-------|-------|-------|-------|-------|-------|-------|--------|-------|----------------------|--|--|--|--|----|--|--|--|--|--|--|--|--|-------------------------|--|--|--|--|----|--|--|--|--|--|--|--|--|----------------------------|--|--|--|--|-----|-------|-----|-------|-------|--|--|--|-------|--|--|--|--|--|-------|-------|-----|-------|-------|--|--|--|-------|---------------------------------|--|--|--|--|-------|-------|-------|-------|-------|-------|-------|--------|-------|----------------------|--|--|--|--|----|--|--|--|--|--|--|--|--|---------------------------|--|--|--|--|----|--|--|--|--|--|--|--|--|----------------------------|--|--|--|--|-----|-------|--|--|--|--|--|--|-------|--|--|--|--|--|-------|-------|--|--|--|--|--|--|-------|----------------------|--|--|--|--|-------|-------|-------|-------|-------|-------|-------|--------|-------|--|--|--|--|--|----|--|--|--|--|--|--|--|--|--|--|--|--|--|----|--|--|--|--|--|--|--|--|--|--|--|--|--|-----|--------|-------|--------|--------|--|--|--|--------|--|--|--|--|--|-------|--------|-------|--------|--------|--|--|--|--------|
| ROUTE: PIA:  | KP:                   |   | State Aprov: / /  |                                    |           |  |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| PPNO:  |                       |   | Federal Aprov: / /  |                                    |           |  |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| EA: MPO ID: CTCOL-RE   |                       |   |   |                                    |           |  |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| CTIPS ID: 211-0000-0075  |                       |   |   |                                    |           |  |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| IMPLEMENTING AGENCY: Caltrans  |                       | PRJ MGR: WENDY LONBERG<br>PHONE: (208) 3416   | EPA TABLE II or III EXEMPT CATEGORY:<br>Safety Improvement Program. |                                    |           |  |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| <b>PROJECT VERSION HISTORY (Printed Version Is Shaded)</b><br><table border="1"> <thead> <tr> <th>Version</th> <th>Status</th> <th>Official Date</th> <th>Updated By</th> <th>Change Reason</th> <th>Amend No.</th> <th colspan="4">Dollars In Thousands - Total For Project</th> </tr> <tr> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>Prog Con</th> <th>Prog RW</th> <th>PE</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>Official</td> <td>12/08/2009</td> <td>THAYS</td> <td>Amendment - Cost/Scope/Sch. Change</td> <td>12</td> <td>49,347</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td>Official</td> <td>07/28/2009</td> <td>THAYS</td> <td>Amendment - Cost/Scope/Sch. Change</td> <td>10</td> <td>47,397</td> <td></td> <td></td> </tr> <tr> <td>3</td> <td>Official</td> <td>04/21/2009</td> <td>THAYS</td> <td>Amendment - Cost/Scope/Sch. Change</td> <td>7</td> <td>31,148</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>Official</td> <td>02/24/2009</td> <td>THAYS</td> <td>Amendment - Cost/Scope/Sch. Change</td> <td>6</td> <td>29,971</td> <td></td> <td></td> </tr> <tr> <td>1</td> <td>Official</td> <td>06/24/2008</td> <td>THAYS</td> <td>Adoption</td> <td></td> <td>27,683</td> <td></td> <td></td> </tr> <tr> <td colspan="5">• SHOPP - Collision Reduction -</td> <td>PRIOR</td> <td>08/09</td> <td>09/10</td> <td>10/11</td> <td>11/12</td> <td>12/13</td> <td>13/14</td> <td>BEYOND</td> <td>TOTAL</td> </tr> <tr> <td colspan="5">• Fund Source 1 of 3</td> <td>PE</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="5">• Fund Type: SHOPP Advance Construction (AC)</td> <td>RW</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="5">• Funding Agency: Caltrans</td> <td>CON</td> <td>16,323</td> <td>6,225</td> <td>14,027</td> <td>10,621</td> <td></td> <td></td> <td></td> <td>46,106</td> </tr> <tr> <td colspan="5"></td> <td>TOTAL</td> <td>16,323</td> <td>6,225</td> <td>14,027</td> <td>10,621</td> <td></td> <td></td> <td></td> <td>46,106</td> </tr> <tr> <td colspan="5">• Other State -</td> <td>PRIOR</td> <td>08/09</td> <td>09/10</td> <td>10/11</td> <td>11/12</td> <td>12/13</td> <td>13/14</td> <td>BEYOND</td> <td>TOTAL</td> </tr> <tr> <td colspan="5">• Fund Source 2 of 3</td> <td>PE</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="5">• Fund Type: State Cash</td> <td>RW</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="5">• Funding Agency: Caltrans</td> <td>CON</td> <td>2,549</td> <td>806</td> <td>1,817</td> <td>1,375</td> <td></td> <td></td> <td></td> <td>6,647</td> </tr> <tr> <td colspan="5"></td> <td>TOTAL</td> <td>2,549</td> <td>806</td> <td>1,817</td> <td>1,375</td> <td></td> <td></td> <td></td> <td>6,647</td> </tr> <tr> <td colspan="5">• SHOPP - Collision Reduction -</td> <td>PRIOR</td> <td>08/09</td> <td>09/10</td> <td>10/11</td> <td>11/12</td> <td>12/13</td> <td>13/14</td> <td>BEYOND</td> <td>TOTAL</td> </tr> <tr> <td colspan="5">• Fund Source 3 of 3</td> <td>PE</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="5">• Fund Type: ARRA - SHOPP</td> <td>RW</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="5">• Funding Agency: Caltrans</td> <td>CON</td> <td>6,600</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>6,600</td> </tr> <tr> <td colspan="5"></td> <td>TOTAL</td> <td>6,600</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>6,600</td> </tr> <tr> <td colspan="5"><b>Project Total</b></td> <td>PRIOR</td> <td>08/09</td> <td>09/10</td> <td>10/11</td> <td>11/12</td> <td>12/13</td> <td>13/14</td> <td>BEYOND</td> <td>TOTAL</td> </tr> <tr> <td colspan="5"></td> <td>PE</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="5"></td> <td>RW</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="5"></td> <td>CON</td> <td>24,472</td> <td>7,031</td> <td>15,844</td> <td>11,693</td> <td></td> <td></td> <td></td> <td>59,343</td> </tr> <tr> <td colspan="5"></td> <td>TOTAL</td> <td>24,472</td> <td>7,031</td> <td>15,844</td> <td>11,693</td> <td></td> <td></td> <td></td> <td>59,343</td> </tr> </tbody> </table> |                       |   |   | Version                            | Status    | Official Date                            | Updated By | Change Reason | Amend No. | Dollars In Thousands - Total For Project |       |        |        |  |  |  |  |  |  | Prog Con | Prog RW | PE | 5 | Official | 12/08/2009 | THAYS | Amendment - Cost/Scope/Sch. Change | 12 | 49,347 |  |  | 4 | Official | 07/28/2009 | THAYS | Amendment - Cost/Scope/Sch. Change | 10 | 47,397 |  |  | 3 | Official | 04/21/2009 | THAYS | Amendment - Cost/Scope/Sch. Change | 7 | 31,148 |  |  | 2 | Official | 02/24/2009 | THAYS | Amendment - Cost/Scope/Sch. Change | 6 | 29,971 |  |  | 1 | Official | 06/24/2008 | THAYS | Adoption |  | 27,683 |  |  | • SHOPP - Collision Reduction - |  |  |  |  | PRIOR | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL | • Fund Source 1 of 3 |  |  |  |  | PE |  |  |  |  |  |  |  |  | • Fund Type: SHOPP Advance Construction (AC) |  |  |  |  | RW |  |  |  |  |  |  |  |  | • Funding Agency: Caltrans |  |  |  |  | CON | 16,323 | 6,225 | 14,027 | 10,621 |  |  |  | 46,106 |  |  |  |  |  | TOTAL | 16,323 | 6,225 | 14,027 | 10,621 |  |  |  | 46,106 | • Other State - |  |  |  |  | PRIOR | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL | • Fund Source 2 of 3 |  |  |  |  | PE |  |  |  |  |  |  |  |  | • Fund Type: State Cash |  |  |  |  | RW |  |  |  |  |  |  |  |  | • Funding Agency: Caltrans |  |  |  |  | CON | 2,549 | 806 | 1,817 | 1,375 |  |  |  | 6,647 |  |  |  |  |  | TOTAL | 2,549 | 806 | 1,817 | 1,375 |  |  |  | 6,647 | • SHOPP - Collision Reduction - |  |  |  |  | PRIOR | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL | • Fund Source 3 of 3 |  |  |  |  | PE |  |  |  |  |  |  |  |  | • Fund Type: ARRA - SHOPP |  |  |  |  | RW |  |  |  |  |  |  |  |  | • Funding Agency: Caltrans |  |  |  |  | CON | 6,600 |  |  |  |  |  |  | 6,600 |  |  |  |  |  | TOTAL | 6,600 |  |  |  |  |  |  | 6,600 | <b>Project Total</b> |  |  |  |  | PRIOR | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL |  |  |  |  |  | PE |  |  |  |  |  |  |  |  |  |  |  |  |  | RW |  |  |  |  |  |  |  |  |  |  |  |  |  | CON | 24,472 | 7,031 | 15,844 | 11,693 |  |  |  | 59,343 |  |  |  |  |  | TOTAL | 24,472 | 7,031 | 15,844 | 11,693 |  |  |  | 59,343 |
| Version  | Status                | Official Date   | Updated By  | Change Reason                      | Amend No. | Dollars In Thousands - Total For Project |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
|  |                       |   |   |                                    |           | Prog Con                                 | Prog RW    | PE            |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| 5  | Official              | 12/08/2009  | THAYS   | Amendment - Cost/Scope/Sch. Change | 12        | 49,347                                   |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| 4  | Official              | 07/28/2009  | THAYS   | Amendment - Cost/Scope/Sch. Change | 10        | 47,397                                   |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| 3  | Official              | 04/21/2009  | THAYS   | Amendment - Cost/Scope/Sch. Change | 7         | 31,148                                   |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| 2  | Official              | 02/24/2009  | THAYS   | Amendment - Cost/Scope/Sch. Change | 6         | 29,971                                   |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| 1  | Official              | 06/24/2008  | THAYS   | Adoption                           |           | 27,683                                   |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| • SHOPP - Collision Reduction -  |                       |   |   |                                    | PRIOR     | 08/09                                    | 09/10      | 10/11         | 11/12     | 12/13                                    | 13/14 | BEYOND | TOTAL  |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| • Fund Source 1 of 3   |                       |   |   |                                    | PE        |  |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| • Fund Type: SHOPP Advance Construction (AC)   |                       |   |   |                                    | RW        |  |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| • Funding Agency: Caltrans   |                       |   |   |                                    | CON       | 16,323                                   | 6,225      | 14,027        | 10,621    |  |       |        | 46,106 |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
|  |                       |   |   |                                    | TOTAL     | 16,323                                   | 6,225      | 14,027        | 10,621    |  |       |        | 46,106 |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| • Other State -  |                       |   |   |                                    | PRIOR     | 08/09                                    | 09/10      | 10/11         | 11/12     | 12/13                                    | 13/14 | BEYOND | TOTAL  |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| • Fund Source 2 of 3   |                       |   |   |                                    | PE        |  |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| • Fund Type: State Cash  |                       |   |   |                                    | RW        |  |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| • Funding Agency: Caltrans   |                       |   |   |                                    | CON       | 2,549                                    | 806        | 1,817         | 1,375     |  |       |        | 6,647  |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
|  |                       |   |   |                                    | TOTAL     | 2,549                                    | 806        | 1,817         | 1,375     |  |       |        | 6,647  |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| • SHOPP - Collision Reduction -  |                       |   |   |                                    | PRIOR     | 08/09                                    | 09/10      | 10/11         | 11/12     | 12/13                                    | 13/14 | BEYOND | TOTAL  |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| • Fund Source 3 of 3   |                       |   |   |                                    | PE        |  |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| • Fund Type: ARRA - SHOPP  |                       |   |   |                                    | RW        |  |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| • Funding Agency: Caltrans   |                       |   |   |                                    | CON       | 6,600                                    |            |               |           |  |       |        | 6,600  |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
|  |                       |   |   |                                    | TOTAL     | 6,600                                    |            |               |           |  |       |        | 6,600  |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
| <b>Project Total</b>   |                       |   |   |                                    | PRIOR     | 08/09                                    | 09/10      | 10/11         | 11/12     | 12/13                                    | 13/14 | BEYOND | TOTAL  |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
|  |                       |   |   |                                    | PE        |  |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
|  |                       |   |   |                                    | RW        |  |            |               |           |  |       |        |        |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
|  |                       |   |   |                                    | CON       | 24,472                                   | 7,031      | 15,844        | 11,693    |  |       |        | 59,343 |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |
|  |                       |   |   |                                    | TOTAL     | 24,472                                   | 7,031      | 15,844        | 11,693    |  |       |        | 59,343 |  |  |  |  |  |  |          |         |    |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |    |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |                                    |   |        |  |  |   |          |            |       |          |  |        |  |  |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |     |       |       |  |  |  |       |  |  |  |  |  |       |       |     |       |       |  |  |  |       |                                 |  |  |  |  |       |       |       |       |       |       |       |        |       |                      |  |  |  |  |    |  |  |  |  |  |  |  |  |                           |  |  |  |  |    |  |  |  |  |  |  |  |  |                            |  |  |  |  |     |       |  |  |  |  |  |  |       |  |  |  |  |  |       |       |  |  |  |  |  |  |       |                      |  |  |  |  |       |       |       |       |       |       |       |        |       |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |     |        |       |        |        |  |  |  |        |  |  |  |  |  |       |        |       |        |        |  |  |  |        |

**Comments:**

\*\*\*\*\*Version 6 - 03/27/2010\*\*\*\*\*  
Amend project per 1/20/2010 Email from Mary Stein, remove project 02-20580 \$2.1Mion HPP fund source and Add project 02-25510 for \$11,693 M\$on.  
\*\*\*\*\*Version 5 - 1/16/2009\*\*\*\*\*  
Amend Safety project 02-240-L-1.3 mds south of Knights Rd, add proj per 10/01/08 Email from Wendy Lonberg  
\*\*\*\*\*Version 4 - 08/18/2009\*\*\*\*\*  
Amend Safety Project 02-1E100 Middle of Backbone per 07/7/09 Email from W.Lonberg and add two safety projects (1E440, 1E480) on SR 273 per 07/9/2009 Email from Wendy Lonberg  
\*\*\*\*\*Version 3 - 04/21/2009\*\*\*\*\*  
Amend project per 4/18/09 Email from W.Lonberg, add ARRA funds of 6,615Cn  
\*\*\*\*\*Version 2 - 02/04/2009\*\*\*\*\*  
Add Safety Project EA-02-1E150 per W.Lonberg Email of 1/15/2009  
\*\*\*\*\*Version 1 - 05/01/2008\*\*\*\*\*  
Per C Gomes 4/28/08 Email and Wendy Lonberg  
HPP And's project #2030  
NOTE, RTP ID = 534-39

**Shasta County RTPA - Federal Transportation Improvement Program**

(Dollars In Thousands)  
State Highway System

|  |                       |   |                         |   |  |          |         |        |        |       |       |        |        |
|--|-----------------------|---|-------------------------|---|--|----------|---------|--------|--------|-------|-------|--------|--------|
| DIST: 02   | COUNTY: Shasta County | TITLE (DESCRIPTION):<br>SHOPP-Roadway Preservation (Lump Sum) ((Various Locations - Rehab projects on State Highway System (Lump Sum))) |                         | MPO Aprv: / /   |  |          |         |        |        |       |       |        |        |
| ROUTE: PM:   | KP:                   |   |                         | State Aprv: / /   |  |          |         |        |        |       |       |        |        |
| PPNO:  |                       |   |                         | Federal Aprv: / /   |  |          |         |        |        |       |       |        |        |
| EA:  | MPO ID: CT-RW-PRE     |   |                         |   |  |          |         |        |        |       |       |        |        |
| CTIPS ID: 211-0000-0078                                    |                       |   |                         |   |  |          |         |        |        |       |       |        |        |
| IMPLEMENTING AGENCY: Caltrans                              |                       |   | PRJ MGR: WENDY LONNBERG | EPA TABLE II or III EXEMPT CATEGORY:<br>Pavement resurfacing and/or rehabilitation. |  |          |         |        |        |       |       |        |        |
|  |                       |   | PHONE: (530) 225-3416   |   |  |          |         |        |        |       |       |        |        |
| <b>PROJECT VERSION HISTORY (Printed Version Is Shaded)</b> |                       |   |                         |   |  |          |         |        |        |       |       |        |        |
| Version Status   | Official Date         | Updated By  | Change Reason           | Amend No.   | Dollars in Thousands - Total For Project |          |         |        |        |       |       |        |        |
|  |                       |   |                         |   | Prior                                    | Prog Con | Prog RW | PE     |        |       |       |        |        |
| Version 2 - 02/04/2010 THAYS - Adoption - New Project      |                       |   |                         |   | 10/11                                    | 11/12    | 12/13   | 13/14  | Beyond | Total |       |        |        |
| 1  | Official              | 08/24/2008  | THAYS                   | Adoption - New Project  |  | 22,243   |         |        |        |       |       |        |        |
| • SHOPP - Roadside Preservation •                          |                       |   |                         |   | PRIOR                                    | 08/09    | 09/10   | 10/11  | 11/12  | 12/13 | 13/14 | Beyond | Total  |
| • Fund Source 1 of 2                                       |                       |   |                         |   | PE                                       |          |         |        |        |       |       |        |        |
| • Fund Type: SHOPP Advance Construction (AC)               |                       |   |                         |   | RW                                       |          |         |        |        |       |       |        |        |
| • Funding Agency: Caltrans                                 |                       |   |                         |   | CON                                      |          |         | 45,408 | 18,692 |       |       |        | 65,100 |
|  |                       |   |                         |   | TOTAL                                    |          |         | 45,408 | 18,692 |       |       |        | 65,100 |
| • Other State •  |                       |   |                         |   | PRIOR                                    | 08/09    | 09/10   | 10/11  | 11/12  | 12/13 | 13/14 | Beyond | Total  |
| • Fund Source 2 of 2                                       |                       |   |                         |   | PE                                       |          |         |        |        |       |       |        |        |
| • Fund Type: State Cash                                    |                       |   |                         |   | RIV                                      |          |         |        |        |       |       |        |        |
| • Funding Agency: Caltrans                                 |                       |   |                         |   | CON                                      |          |         | 5,882  | 2,551  |       |       |        | 8,433  |
|  |                       |   |                         |   | TOTAL                                    |          |         | 5,882  | 2,551  |       |       |        | 8,433  |
| Project Total  |                       |   |                         |   | PRIOR                                    | 08/09    | 09/10   | 10/11  | 11/12  | 12/13 | 13/14 | Beyond | Total  |
|  |                       |   |                         |   | PE                                       |          |         |        |        |       |       |        |        |
|  |                       |   |                         |   | RW                                       |          |         |        |        |       |       |        |        |
|  |                       |   |                         |   | CON                                      |          |         | 51,290 | 22,243 |       |       |        | 73,533 |
|  |                       |   |                         |   | TOTAL                                    |          |         | 51,290 | 22,243 |       |       |        | 73,533 |

**Comments:**

\*\*\*\*\*Version 2 - 01/22/2010 \*\*\*\*\*

Per Wendy Lonnberg 01/22/2010 Email, programs \$51.3 million of 10M1 funding to reduce approximately 54 miles of distressed lane miles.

\*\*\*\*\*Version 1 - 03/01/2008 \*\*\*\*\*

Per C. Gortes 4/22/08 Email and Wendy Lonnberg

NOTE: RTP ID = 533-39

**Shasta County RTPA - Federal Transportation Improvement Program**

(Dollars in Thousands)  
State Highway System

| DIST: 02<br>ROUTE: VAR<br>PPNO:<br>EA:<br>CTIPS ID: 211-0000-090   | COUNTY: Shasta County<br>PAK<br>KP:<br>MPO ID: CT-HM | TITLE (DESCRIPTION):<br>State Highway Maintenance (Grouped Project at Various Locations - Pavement resurfacing and/or rehabilitation) | VPO Aprv: //<br>State Aprv: //<br>Federal Aprv: //                                  |  |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
|--|--|---|---|--|---------------|--------------------------|-----------|--|-------|-------|--------|-------|--|--|--|--|--|-------|-------|-------|-------|-------|-------|-------|--------|-------|------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|-------------------------|--|--|--|----|--|--|--|--|--|--|--|--|----------------------|--|--|--|----|--|--|--|--|--|--|--|--|----------------------------------|--|--|--|-----|--|--|--|--|--|--|--|--|----------------------------|--|--|--|-------|--|--|--|--|--|--|--|--|-------------------------|--|--|--|----|--|--|--|--|--|--|--|--|----------------------|--|--|--|----|--|--|--|--|--|--|--|--|---|--|--|--|-----|--|--|--|--|--|--|--|--|----------------------------|--|--|--|-------|--|--|--|--|--|--|--|--|-------------------------|--|--|--|----|--|--|--|--|--|--|--|--|----------------------|--|--|--|----|--|--|--|--|--|--|--|--|-------------------------|--|--|--|-----|--|--|--|--|--|--|--|--|----------------------------|--|--|--|-------|--|--|--|--|--|--|--|--|----------------------|--|--|--|----|--|--|--|--|--|--|--|--|--|--|--|--|----|--|--|--|--|--|--|--|--|--|--|--|--|-----|--|--|--|--|--|--|--|--|--|--|--|--|-------|--|--|--|--|--|--|--|--|
| IMPLEMENTING AGENCY: Caltrans  |  | PRJ MGR: MARY SLOAN<br>PHONE: (530) 225-2340  | EPA TABLE II or III EXEMPT CATEGORY:<br>Pavement resurfacing and/or rehabilitation. |  |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| <b>PROJECT VERSION HISTORY (Printed Version Is Shaded)</b><br><table border="1"> <thead> <tr> <th>Version Status</th> <th>Official Date</th> <th>Updated By Change Reason</th> <th>Amend No.</th> <th colspan="6">Dollars in Thousands - Total For Project</th> </tr> <tr> <th></th> <th></th> <th></th> <th></th> <th>Prior</th> <th>08/09</th> <th>09/10</th> <th>10/11</th> <th>11/12</th> <th>12/13</th> <th>13/14</th> <th>Beyond</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="background-color: #cccccc;">***** Version 1 - 01/02/2010 *****</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Highway Maintenance -</td> <td></td> <td></td> <td></td> <td>PE</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Fund Source 1 of 3</td> <td></td> <td></td> <td></td> <td>RW</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Fund Type: National Hwy System</td> <td></td> <td></td> <td></td> <td>CON</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Funding Agency: Caltrans</td> <td></td> <td></td> <td></td> <td>TOTAL</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Highway Maintenance -</td> <td></td> <td></td> <td></td> <td>PE</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Fund Source 2 of 3</td> <td></td> <td></td> <td></td> <td>RW</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Fund Type: Surface Transportation Program</td> <td></td> <td></td> <td></td> <td>CON</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Funding Agency: Caltrans</td> <td></td> <td></td> <td></td> <td>TOTAL</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Highway Maintenance -</td> <td></td> <td></td> <td></td> <td>PE</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Fund Source 3 of 3</td> <td></td> <td></td> <td></td> <td>RW</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Fund Type: State Cash</td> <td></td> <td></td> <td></td> <td>CON</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Funding Agency: Caltrans</td> <td></td> <td></td> <td></td> <td>TOTAL</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Project Total</b></td> <td></td> <td></td> <td></td> <td>PE</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>RW</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>CON</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>TOTAL</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> |  |   |   | Version Status                           | Official Date | Updated By Change Reason | Amend No. | Dollars in Thousands - Total For Project |       |       |        |       |  |  |  |  |  | Prior | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | Beyond | Total | ***** Version 1 - 01/02/2010 ***** |  |  |  |  |  |  |  |  |  |  |  |  | • Highway Maintenance - |  |  |  | PE |  |  |  |  |  |  |  |  | • Fund Source 1 of 3 |  |  |  | RW |  |  |  |  |  |  |  |  | • Fund Type: National Hwy System |  |  |  | CON |  |  |  |  |  |  |  |  | • Funding Agency: Caltrans |  |  |  | TOTAL |  |  |  |  |  |  |  |  | • Highway Maintenance - |  |  |  | PE |  |  |  |  |  |  |  |  | • Fund Source 2 of 3 |  |  |  | RW |  |  |  |  |  |  |  |  | • Fund Type: Surface Transportation Program |  |  |  | CON |  |  |  |  |  |  |  |  | • Funding Agency: Caltrans |  |  |  | TOTAL |  |  |  |  |  |  |  |  | • Highway Maintenance - |  |  |  | PE |  |  |  |  |  |  |  |  | • Fund Source 3 of 3 |  |  |  | RW |  |  |  |  |  |  |  |  | • Fund Type: State Cash |  |  |  | CON |  |  |  |  |  |  |  |  | • Funding Agency: Caltrans |  |  |  | TOTAL |  |  |  |  |  |  |  |  | <b>Project Total</b> |  |  |  | PE |  |  |  |  |  |  |  |  |  |  |  |  | RW |  |  |  |  |  |  |  |  |  |  |  |  | CON |  |  |  |  |  |  |  |  |  |  |  |  | TOTAL |  |  |  |  |  |  |  |  |
| Version Status   | Official Date  | Updated By Change Reason  | Amend No.   | Dollars in Thousands - Total For Project |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
|  |  |   |   | Prior                                    | 08/09         | 09/10                    | 10/11     | 11/12                                    | 12/13 | 13/14 | Beyond | Total |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| ***** Version 1 - 01/02/2010 *****   |  |   |   |  |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| • Highway Maintenance -  |  |   |   | PE                                       |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| • Fund Source 1 of 3   |  |   |   | RW                                       |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| • Fund Type: National Hwy System   |  |   |   | CON                                      |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| • Funding Agency: Caltrans   |  |   |   | TOTAL                                    |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| • Highway Maintenance -  |  |   |   | PE                                       |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| • Fund Source 2 of 3   |  |   |   | RW                                       |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| • Fund Type: Surface Transportation Program  |  |   |   | CON                                      |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| • Funding Agency: Caltrans   |  |   |   | TOTAL                                    |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| • Highway Maintenance -  |  |   |   | PE                                       |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| • Fund Source 3 of 3   |  |   |   | RW                                       |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| • Fund Type: State Cash  |  |   |   | CON                                      |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| • Funding Agency: Caltrans   |  |   |   | TOTAL                                    |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
| <b>Project Total</b>   |  |   |   | PE                                       |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
|  |  |   |   | RW                                       |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
|  |  |   |   | CON                                      |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |
|  |  |   |   | TOTAL                                    |               |                          |           |  |       |       |        |       |  |  |  |  |  |       |       |       |       |       |       |       |        |       |                                    |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                                  |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                         |  |  |  |    |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |                         |  |  |  |     |  |  |  |  |  |  |  |  |                            |  |  |  |       |  |  |  |  |  |  |  |  |                      |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |  |  |       |  |  |  |  |  |  |  |  |

Comments:

\*\*\*\*\* Version 1 - 01/02/2010 \*\*\*\*\*

Amend in 2009 FTIP a new group project listing for State Highway Maintenance per Mary Sloan E/M# of 12/29/10 for \$10,890 in 10/11

RTP ID 5-33-39

Shasta County RTPA - Federal Transportation Improvement Program

(Dollars in Thousands)  
Local Highway System

| DIST: 02  | COUNTY: Shasta County | TITLE (DESCRIPTION):<br>Lump Sum: Local Safety Projects ((Local air quality exempt safety projects to widen and realign unsafe roadways (lump sum))) | MPO Aprov: / /<br>State Aprov: / /<br>Federal Aprov: / /                                |  |         |       |       |       |       |       |        |       |
|---|-----------------------|--|---|--|---------|-------|-------|-------|-------|-------|--------|-------|
| ROUTE: P/A  | KP:                   |  |   |  |         |       |       |       |       |       |        |       |
| PPNO:   |                       |  |   |  |         |       |       |       |       |       |        |       |
| EA: MPO ID: HES-LUUP  |                       |  |   |  |         |       |       |       |       |       |        |       |
| CTIPS ID: 211-0000-0067                                     |                       |  |   |  |         |       |       |       |       |       |        |       |
| IMPLEMENTING AGENCY: Various Agencies                       |                       |  | EPA TABLE II or III EXEMPT CATEGORY:<br>Non capacity widening or bridge reconstruction. |  |         |       |       |       |       |       |        |       |
| PRJ/NGR: DANIEL LITTLE<br>PHONE: (530) 245-6819             |                       |  |   |  |         |       |       |       |       |       |        |       |
| <b>PROJECT VERSION HISTORY (Printed Version Is Shaded)</b>  |                       |  |   |  |         |       |       |       |       |       |        |       |
| Version Status  | Official Date         | Updated By Change Reason   | Amdn No.  | Dollars In Thousands - Total For Project |         |       |       |       |       |       |        |       |
|   |                       |  |   | Prog Con                                 | Prog RW | PE    |       |       |       |       |        |       |
| 8   | Official 04/21/2003   | THAYS Amendment - Cost/Scope/Sch. Change   | 7   | 18,198                                   |         |       |       |       |       |       |        |       |
| 7   | Official 12/09/2003   | THAYS Amendment - Cost/Scope/Sch. Change   | 1   | 18,198                                   |         |       |       |       |       |       |        |       |
| 6   | Official 08/24/2008   | THAYS Adoption - Carry Over  |   | 15,275                                   |         |       |       |       |       |       |        |       |
| 5   | Official 08/14/2007   | THAYS Amendment - Cost/Scope/Sch. Change   | 6   | 7,677                                    |         |       |       |       |       |       |        |       |
| 4   | Official 08/28/2007   | THAYS Amendment - Cost/Scope/Sch. Change   | 5   | 7,604                                    |         |       |       |       |       |       |        |       |
| 3   | Official 02/22/2007   | THAYS Amendment - Cost/Scope/Sch. Change   | 2   | 3,996                                    |         |       |       |       |       |       |        |       |
| 2   | Official 10/24/2004   | DLITTLE Amendment - Cost/Scope/Sch. Change   | 1   | 4,428                                    |         |       |       |       |       |       |        |       |
| 1   | Official 07/25/2003   | THAYS Adoption - New Project   |   | 3,686                                    |         |       |       |       |       |       |        |       |
| • Local HES -   |                       |  |   | PRIOR                                    | 08/09   | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL |
| • Fund Source 1 of 12                                       |                       |  |   | PE                                       |         |       |       |       |       |       |        |       |
| • Fund Type: STP Safety Local: Safe Routes to School (SR28) |                       |  |   | RW                                       |         |       |       |       |       |       |        |       |
| • Funding Agency: Various Agencies                          |                       |  |   | CON                                      | 1,758   |       |       |       |       |       |        |       |
|   |                       |  |   | TOTAL                                    | 1,758   |       |       |       |       |       |        |       |
| • Local Funds -   |                       |  |   | PRIOR                                    | 08/09   | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL |
| • Fund Source 2 of 12                                       |                       |  |   | PE                                       |         |       |       |       |       |       |        |       |
| • Fund Type: Local Transportation Funds                     |                       |  |   | RW                                       |         |       |       |       |       |       |        |       |
| • Funding Agency: Various Agencies                          |                       |  |   | CON                                      | 670     | 500   | 966   | 500   | 500   |       |        |       |
|   |                       |  |   | TOTAL                                    | 670     | 500   | 966   | 500   | 500   |       |        |       |
| • Local TEA -   |                       |  |   | PRIOR                                    | 08/09   | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL |
| • Fund Source 3 of 12                                       |                       |  |   | PE                                       |         |       |       |       |       |       |        |       |
| • Fund Type: STP Enhancement - Local TEA                    |                       |  |   | RW                                       |         |       |       |       |       |       |        |       |
| • Funding Agency: Various Agencies                          |                       |  |   | CON                                      | 176     |       |       |       |       |       |        |       |
|   |                       |  |   | TOTAL                                    | 176     |       |       |       |       |       |        |       |
| • Local Funds -   |                       |  |   | PRIOR                                    | 08/09   | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL |
| • Fund Source 4 of 12                                       |                       |  |   | PE                                       |         |       |       |       |       |       |        |       |
| • Fund Type: Local Transportation Funds                     |                       |  |   | RW                                       |         |       |       |       |       |       |        |       |
| • Funding Agency: Various Agencies                          |                       |  |   | CON                                      | 230     | 100   | 100   |       |       |       |        |       |
|   |                       |  |   | TOTAL                                    | 230     | 100   | 100   |       |       |       |        |       |
| • Local HES -   |                       |  |   | PRIOR                                    | 08/09   | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL |
| • Fund Source 5 of 12                                       |                       |  |   | PE                                       |         |       |       |       |       |       |        |       |
| • Fund Type: STP Safety Local: Safe Routes to School (SR28) |                       |  |   | RW                                       |         |       |       |       |       |       |        |       |
| • Funding Agency: Various Agencies                          |                       |  |   | CON                                      | 1,093   |       |       |       |       |       |        |       |
|   |                       |  |   | TOTAL                                    | 1,093   |       |       |       |       |       |        |       |
| • Other Fed -   |                       |  |   | PRIOR                                    | 08/09   | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL |
| • Fund Source 6 of 12                                       |                       |  |   | PE                                       |         |       |       |       |       |       |        |       |
| • Fund Type: High Risk Rural Road (HRRR) Program            |                       |  |   | RW                                       |         |       |       |       |       |       |        |       |
| • Funding Agency: Federal Highway Administration (FHWA)     |                       |  |   | CON                                      | 900     | 900   | 2,583 |       |       |       |        |       |
|   |                       |  |   | TOTAL                                    | 900     | 900   | 2,583 |       |       |       |        |       |
| • Other Fed -   |                       |  |   | PRIOR                                    | 08/09   | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL |
| • Fund Source 7 of 12                                       |                       |  |   | PE                                       |         |       |       |       |       |       |        |       |
| • Fund Type: Highway Safety Improvement Program             |                       |  |   | RW                                       |         |       |       |       |       |       |        |       |
| • Funding Agency: Anderson, City of                         |                       |  |   | CON                                      | 513     | 513   |       |       |       |       |        |       |
|   |                       |  |   | TOTAL                                    | 513     | 513   |       |       |       |       |        |       |
| • Other Fed -   |                       |  |   | PRIOR                                    | 08/09   | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL |
| • Fund Source 8 of 12                                       |                       |  |   | PE                                       |         |       |       |       |       |       |        |       |
| • Fund Type: Highway Safety Improvement Program             |                       |  |   | RW                                       |         |       |       |       |       |       |        |       |
| • Funding Agency: Caltrans                                  |                       |  |   | CON                                      | 570     | 627   |       |       |       |       |        |       |
|   |                       |  |   | TOTAL                                    | 570     | 627   |       |       |       |       |        |       |
| • Other Fed -   |                       |  |   | PRIOR                                    | 08/09   | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL |
| • Fund Source 9 of 12                                       |                       |  |   | PE                                       |         |       |       |       |       |       |        |       |
| • Fund Type: Safe Routes to School (SRTS) Program           |                       |  |   | RW                                       |         |       |       |       |       |       |        |       |
| • Funding Agency: Various Agencies                          |                       |  |   | CON                                      | 695     | 773   |       |       |       |       |        |       |
|   |                       |  |   | TOTAL                                    | 695     | 773   |       |       |       |       |        |       |

**Shasta County RTPA - Federal Transportation Improvement Program**

(Dollars In Thousands)  
Local Highway System

|  |                       |  |   |                  |       |       |       |       |        |        |
|--|-----------------------|--|---|------------------|-------|-------|-------|-------|--------|--------|
| DIST: 02   | COUNTY: Shasta County | TITLE (DESCRIPTION):<br>Lump Sum: Local Safety Projects ((Local air quality exempt safety projects to widen and realign unsafe roadways (lump sum))) |   | MPO Aprv: //     |       |       |       |       |        |        |
| ROUTE:   | PM:                   |  |   | State Aprv: //   |       |       |       |       |        |        |
| PPNO:  | KP:                   |  |   | Federal Aprv: // |       |       |       |       |        |        |
| EA:  | MPO ID: HES-LUMP      |  |   |                  |       |       |       |       |        |        |
| CTPS ID: 211-0000-0007   |                       |  |   |                  |       |       |       |       |        |        |
| IMPLEMENTING AGENCY: Various Agencies  |                       | PRJ MGR: DANIEL LITTLE   | EPA TABLE II or III EXEMPT CATEGORY:<br>Non capacity widening or bridge reconstruction. |                  |       |       |       |       |        |        |
|  |                       | PHONE: (530) 245-6818  |   |                  |       |       |       |       |        |        |
| • Other Fed -<br>• Fund Source 10 of 12<br>• Fund Type: Highway Safety Improvement Program<br>• Funding Agency: Redding, City of     |                       | PRIOR  | 08/09   | 09/10            | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL  |
|  |                       | PE   |   |                  |       |       |       |       |        |        |
|  |                       | RW   |   |                  |       |       |       |       |        |        |
|  |                       | CON  |   |                  | 1,606 |       |       |       |        | 1,606  |
|  |                       | TOTAL  |   |                  | 1,606 |       |       |       |        | 1,606  |
| • Other Fed -<br>• Fund Source 11 of 12<br>• Fund Type: Safe Routes to School (SRTS) Program<br>• Funding Agency: Redding, City of   |                       | PRIOR  | 08/09   | 09/10            | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL  |
|  |                       | PE   |   |                  |       |       |       |       |        |        |
|  |                       | RW   |   |                  |       |       |       |       |        |        |
|  |                       | CON  |   |                  | 623   |       |       |       |        | 623    |
|  |                       | TOTAL  |   |                  | 623   |       |       |       |        | 623    |
| • Other Fed -<br>• Fund Source 12 of 12<br>• Fund Type: Safe Routes to School (SRTS) Program<br>• Funding Agency: Shasta County RTPA |                       | PRIOR  | 08/09   | 09/10            | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL  |
|  |                       | PE   |   |                  |       |       |       |       |        |        |
|  |                       | RW   |   |                  |       |       |       |       |        |        |
|  |                       | CON  |   | 300              |       |       |       |       |        | 300    |
|  |                       | TOTAL  |   | 300              |       |       |       |       |        | 300    |
| <b>Project Total</b>   |                       | PRIOR  | 08/09   | 09/10            | 10/11 | 11/12 | 12/13 | 13/14 | BEYOND | TOTAL  |
|  |                       | PE   |   |                  |       |       |       |       |        |        |
|  |                       | RW   |   |                  |       |       |       |       |        |        |
|  |                       | CON  | 6,604   | 3,713            | 5,255 | 1,123 | 500   |       |        | 17,185 |
|  |                       | TOTAL  | 6,604   | 3,713            | 5,255 | 1,123 | 500   |       |        | 17,185 |

**Comments:**

\*\*\*\*\* Version 9 - 02/02/2010 \*\*\*\*\*

Add City of Redding HSIP project in FY 01/02 for \$999,300 to a total \$999,670 of HSIP per 1/29/2010 letter from O'Gorman, amend 17

\*\*\*\*\* Version 8 - 04/21/2009 \*\*\*\*\*

Advances Funding to 03/09 for SRTS Non Infrastructure Project, RFA submitted 04/09

\*\*\*\*\* Version 7 - 11/04/2008 \*\*\*\*\*

Add Federal SRTS Funds Cycle 2 per Addit'l Email 10/17/08, Increases SRTS by \$302K at McLeods 10/11 and \$360K FT STRT Corridor Various Jurisdictions

\*\*\*\*\* Version 6 - 05/03/2008 \*\*\*\*\*

Add HSIP and HRPR funds per Addit'l Email 5/13/08, and 02/4/08. Carryover SRTS SIC-C-Montana Area of \$773K  
HSIP: RTP ID = 5-43, Anderson & County

\*\*\*\*\* Version 5 - 09/13/2007 \*\*\*\*\*

Increase SRTS base price Version of \$699K and \$696K to \$695 and \$773K addit'l 5-5-07, per funding amounts understated, new amounts to 02/10/07 E mail from Mohamed Al-Jabri

\*\*\*\*\* Version 4 - 04/18/2007 \*\*\*\*\*

Increase with HRPR Area of 1/4 (Anderson) in 04/07 and safe route to school funding of \$1,443K in 07/08 for Anderson and Shasta Lake and \$1,149K of HSIP for Anderson signal at Alexander and SR 274

\*\*\*\*\* Version 3 - 02/08/2007 \*\*\*\*\*

Administratively Amended, GR2S funding of 432K was removed from 07/08, funding was approved in 05/08 GR2S list

\*\*\*\*\* Version 2 - 10/16/2006 \*\*\*\*\*

Increase Funding level for Shasta Lake HES project at One to Seven Streets to 742,000 for 03/07 per end move 351,000 from prior to 04/07 Addit'l E mail of 05/2008 and 10/24/08

\*\*\*\*\* Version 1 - 09/10/2003 \*\*\*\*\*

Funding levels per DL